

1-13. (CANCELED)

14. (NEW) A method for controlling a drivetrain (1) in a vehicle, in particular an off-road vehicle, with a drive engine (2), a multi-range transmission (4) and a drive output, the multi-range transmission (4) consisting at least of an automatic transmission (8) and a downstream range transfer box (9) that can be shifted by means of shift elements (24, 25), when a transmission range of the range transfer box (9) is changed, a first shift element (24 or 25) of the range transfer box (9) that is to be engaged is synchronized by controlling shift elements (A to E) of the automatic transmission (8), such that the range change in the range transfer box can be, one of, carried out automatically or by generation of a voluntary driver's command at any vehicle speed.

15. (NEW) The method according to claim 14, wherein when the transmission range of the range transfer box (9) is changed, a transmission ratio of the automatic transmission (8) is changed in such manner that a ratio change of the multi-range transmission (4) is smaller than if the range of the range transfer box (9) alone had been changed.

16. (NEW) The method according to claim 14, wherein a range change takes place in the range transfer box (9) in response to the voluntary driver command.

17. (NEW) The method according to claim 14, wherein before the range of the range transfer box (9) is changed, a load on the drivetrain (1) is relieved by changing a torque (m_{mot}) of the drive engine (2).

18. (NEW) The method according to claim 14, wherein a rotation speed (n_{mot}) of the drive engine (2) is changed toward a connection speed (n_{mot_a}) of a ratio to be produced in the multi-range transmission (4), at which the shift element (24 or 25) of the range transfer box (9) to be engaged is synchronized.

19. (NEW) The method according to claim 18, wherein the connection speed (n_{mot_a}) of the drive engine (2) is determined as a function of a transmission ratio to be engaged in the multi-range transmission (4) and of a vehicle speed (v_{fzg}), so that when the connection speed (n_{mot_a}) is reached an input speed on an engine side and an input speed of the shift element (24 or 25) of the range transfer box (9) to be engaged on an output side are equal.

20. (NEW) The method according to claim 18, wherein the shift elements (A to E) of the automatic transmission (8) are actuated in such manner as to adjust the connection speed (n_{mot_a}) of the drive engine (2).

21. (NEW) The method according to claim 18, wherein a transmitting capability of shift elements of the automatic transmission (8) is reduced in order to adjust the connection speed (n_{mot_a}) of the engine (2).

22. (NEW) The method according to claim 21, wherein when the connection speed (n_{mot_a}) of the drive engine (2) is established, the transmitting capability of the shift elements of the automatic transmission (8) to be disengaged is removed, while shift elements of a ratio in the automatic transmission (8) to be engaged are operated in a slipping condition.

23. (NEW) The method according to claim 22, wherein the shift elements of the automatic transmission (8) and of the range transfer box (9) to be engaged are closed when in a synchronized condition.

24. (NEW) The method according to claim 14, wherein the change of range in the range transfer box (9) and an associated ratio change in the automatic transmission (8) are carried out when a voluntary driver command has been used.

25. (NEW) The method according to claim 14, wherein a change of ratio in the range transfer box (9) and an associated ratio change in the automatic transmission (8) take place automatically when a defined operating condition exists.

26. (NEW) The method according to claim 14, wherein a ratio change in the automatic transmission (8) is matched to the range change in the range transfer box (9) in such manner that essentially no change occurs in a transmission ratio of the multi-range transmission.